

ITEM 42  
MANAGER'S REPORT NO. 49  
COUNCIL MEETING Aug. 9/71

42. Re: Big Bend Area Study.  
(Item No. 24, Manager's Report 47, Council Meeting - July 26, 1971)

Following is the report of the Planner dated August 6, 1971, regarding the above.

At the meeting of July 26, 1971, Items No. 5, 6, and 7 of the Planner's Report were referred back to the Manager for further study. Action on each of these items is recommended by the Planner in the following report and the Manager concurs in each case.

RECOMMENDATION:

THAT the report be adopted.

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PLANNING DEPARTMENT  
6 AUGUST, 1971

MR. MELVIN J. SHELLEY  
MUNICIPAL MANAGER

DEAR SIR:

RE: BIG BEND AREA STUDY  
1) PROPOSED MAJOR ROAD ALIGNMENT AND RELATED  
LAND USE CONFIGURATIONS  
2) REPORT ON SPECIFIED APPLICATIONS FOR  
PRELIMINARY PLAN APPROVAL

A. PROGRESS REPORT

As outlined in our submission of 26 July 1971, the Planning Department was to sponsor a series of meetings with representatives of groups interested in the Big Bend Area. The main intent was to receive inputs and feedback to broaden the planning base on which to make more specific conclusions with respect to the area.

These scheduled discussions are now concluded, and the Planning Department is in a better position to make further recommendations to Council in regards to the broad alignment of the Relocated Marine Drive, and the general size and configuration of the related land use proposal.

Further to this, should Council endorse in principle the concepts outlined, the department would also be in a position to make specific recommendations concerning the applications for Preliminary Plan Approval or Business Licences for the firms known as:

- 1) Ben's Truck Parts of Canada Ltd. (PPA #1488)
- 2) Pioneer Auto Salvage (Business Licence Application)
- 3) Dayton Storage and Towing (PPA #1504)

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B. CONCEPT PRESENTATION

To better facilitate the clear presentation of the current proposal, the department plans to make a brief presentation to Council at its meeting of 9 August, 1971 to outline the major features of the proposal submitted.

It perhaps then is sufficient, at this time, to only make mention of the major highlights of the proposal that are pertinent to the submission of recommendations concerning the previously mentioned Preliminary Plan Approval applications. These include:

a) Relocated Marine Drive

The through portion of this route has been shifted north of the B. C. Hydro railway, generally following the original Relocated Marine Drive alignment to the vicinity of Byrne Road, at which point there is a south-easterly shift approximately along the Prairie Street right-of-way towards the B. C. Hydro Railway. In that vicinity, the route follows alongside the railway alignment, ultimately making a connection with the Queensboro interchange in the Thorn or Trapp Avenue vicinity. This route is anticipated to be of the same standard as the existing Marine Drive in Vancouver, with provision made for an ultimate six lane facility.

Complementing the through facility is a proposed loop connection of two lanes (with provision for at least two additional lanes) that would at present, make at-grade crossings of the B. C. Hydro railway.

b) Byrne Road Industrial Strip

Recognizing the fact that practical considerations make the agricultural potential in this immediate area questionable and recognizing that the area is already in part, industrially developed, the Planning Department is now prepared to recommend the continued industrial use of this area. However, consistent with the general goals for the region, a recommendation to upgrade the types and conditions of industrial use is also submitted. In this regard, a rezoning of the Byrne Road industrial area from M3 to M2, in addition to imposing more stringent screening and landscaping requirements, is recommended. The boundaries of the area in question will be put forward at the next meeting of Council.

C. APPLICATIONS FOR PRELIMINARY PLAN APPROVAL

Council at its meeting of 26 July 1971, instructed that alternatives to the possible acquisition or exchange recommended for certain P.P.A. applications be explored. Accordingly, the Planning Department arranged meetings with representatives of the firms involved, to further examine avenues of settlement. This involved making further enquiries as to the firms' proposed industrial use, their possible adaptability to an M2 environment, or their willingness to enter discussions for possible exchange.

The following comments and recommendations are made as a result of the meetings held on 5 August 1971, with:

- 1) Ben's Truck Parts of Canada Ltd.  
P.P.A. #1488 - Byrne Road and Meadow Avenue  
(Lot 23 of "B", Blk. "A", D.L. 155A, Plan 21363)

Representative: Mr. Van ELLing

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a) Comments:

Mr. Van Etting was advised that the Planning Department had reconsidered their earlier proposal, and was now prepared to recommend to Council maintaining the industrial zoning of the Byrne Road industrial strip in which his land is situated. He was further advised that the recommendation would also include a proposed zoning change from M3 to M2 to promote a higher calibre of development in the area.

The two main concerns in regard to Mr. Van Etting's submittal, as related to conformity to a possible M2 zoning, were the problems of outside storage of used parts and the enclosure of the fourth side of a proposed storage shed.

After considerable discussion, Mr. Van Etting was agreeable to completely enclosing the storage shed and indicated that the outside storage of used parts should not constitute a problem.

Given this agreement, as well as a cooperative attitude towards a possible upgrading of screening and landscaping requirements, Mr. Van Etting was advised that the Planning Department would be prepared to recommend to Council at their meeting of 9 August 1971, that his application for Preliminary Plan Approval be processed on the understanding that development and operations would proceed as if governed by M2 regulations.

Mr. Van Etting expressed his accord with the decision, and advised that he would confirm his commitments upon receiving authorization from his Seattle office.

However, later in the day, prior to contacting his head office, Mr. Van Etting expressed a change in attitude and stated that his firm would not be willing to voluntarily relinquish the present M3 zoning as it would like to reserve the right to carry on outside storage. It was further noted that the complete enclosure of the storage shed could cause operational difficulties.

As an aside, it should be noted that Mr. Van Etting stated that his firm proposed to ultimately erect three additional warehouse facilities for rental purposes.

b) Recommendation:

Should Council endorse the proposed major road alignment and the related land use configurations, the Planning Department at this stage is satisfied that the Byrne Road industrial area should remain industrial, but at a use higher than the present M3 zoning allows (i.e. M2).

It is therefore recommended that the Byrne Road industrial area be rezoned from M3 to M2. In this regard, the boundaries of the area to be rezoned will be presented to Council at their next regular meeting. It is further recommended that the application for Preliminary Plan Approval for Ben's Truck Parts of Canada Ltd. be approved under M2 standards.

- 2) Pioneer Auto Salvage  
4696 Marine Drive  
Business Licence Application: PPA required

Representatives: Messrs. Jeremer and Johnston

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a) Comments:

Messrs. Jeremer and Johnston were advised that their damaged car storage yard was in conflict with the agricultural zoning proposed for the area and that the meeting was called to attempt to resolve the difficulty.

Arrangements were made by their firm for a two year lease in March 1971, with an apparent "guarantee" for Business Licence Approval given by the owner of the property. The business has been in operation on a 3/4 acre site since April 1971, without a business licence.

It was suggested that they might be interested in relocating to a more appropriate site. Mr. Jeremer was in general agreement, but stated that the firm would be put in a burdened position if forced to vacate in too rapid a period of time. After further discussion, it was generally agreed that a period of 90 - 180 days would be ample to relocate the business.

Mr. Jeremer was further asked if he would be willing to post a Letter of Credit in the amount of \$3,000 as a performance bond to ensure that the premises would be vacated at the end of the specified time. He expressed his general agreement to this, but indicated his strong preference for the 180 day relocation period.

b) Recommendation:

It is recommended that a Business Licence not be granted to this firm, but that they be given to 31 December, 1971, to relocate the business to a more suitable site. It is further recommended that the applicant be asked to post a \$3,000 Letter of Credit to serve as a performance bond to guarantee the relocation by the specified date.

- 3) Dayton Storage and Towing  
5689 Byrne Road  
PPA #1504

Representative: Mr. Dayton

a) Comments:

Mr. Dayton was also advised of the recommended continued industrial usage in the Byrne Road area, and the intent to suggest higher quality and control standards.

Mr. Dayton explained that he proposes to tow or receive cars obtained from bailiff's seizures, and to store and recondition them for monthly public auctions to be held at the site. This use is clearly outside the bounds of an M2 zoning.

The 1.1 acre site was purchased by the applicant in 1964, and was fenced and prepared with fill and gravel during the months of March to May of this year. The site is presently in use without a licence, with approximately 11 cars presently stored on the property.

With no apparent flexibility in his plans that would allow conformity to the possible M2 standards, Mr. Dayton was asked if he would be prepared to enter discussions concerning a possible land exchange with the municipality. Mr. Dayton indicated that he would be willing to do so.

Presumably, if an exchange could be achieved, the municipality would, in turn, sell the acquired property to a firm whose proposed use conformed to the higher standards sought.

b) Recommendation:

In the absence of any other apparent alternative, it is recommended that Council authorize the Land Agent to pursue farther the matter of land exchange with Mr. Dayton.

D. Summary

It is respectfully submitted that the items listed above be dealt with in the following order:

- 1) A general discussion of the overall proposal as presented by the Planning Director.
- 2) A decision on the proposed Relocated Marine Drive as recommended by the Planning Department.
- 3) A decision on the recommendation that the Byrne Road industrial area be rezoned from M3 to M2.
- 4) Consideration of the recommendation concerning the two applications for Preliminary Plan Approval and the one Business Licence application.

It is apparent that at this stage of the overall study, Council direction is required. Several of the unknowns in the area would appear to relate to policy decisions rather than administrative ones. Should Council be in a position to endorse the recommendations as related to:

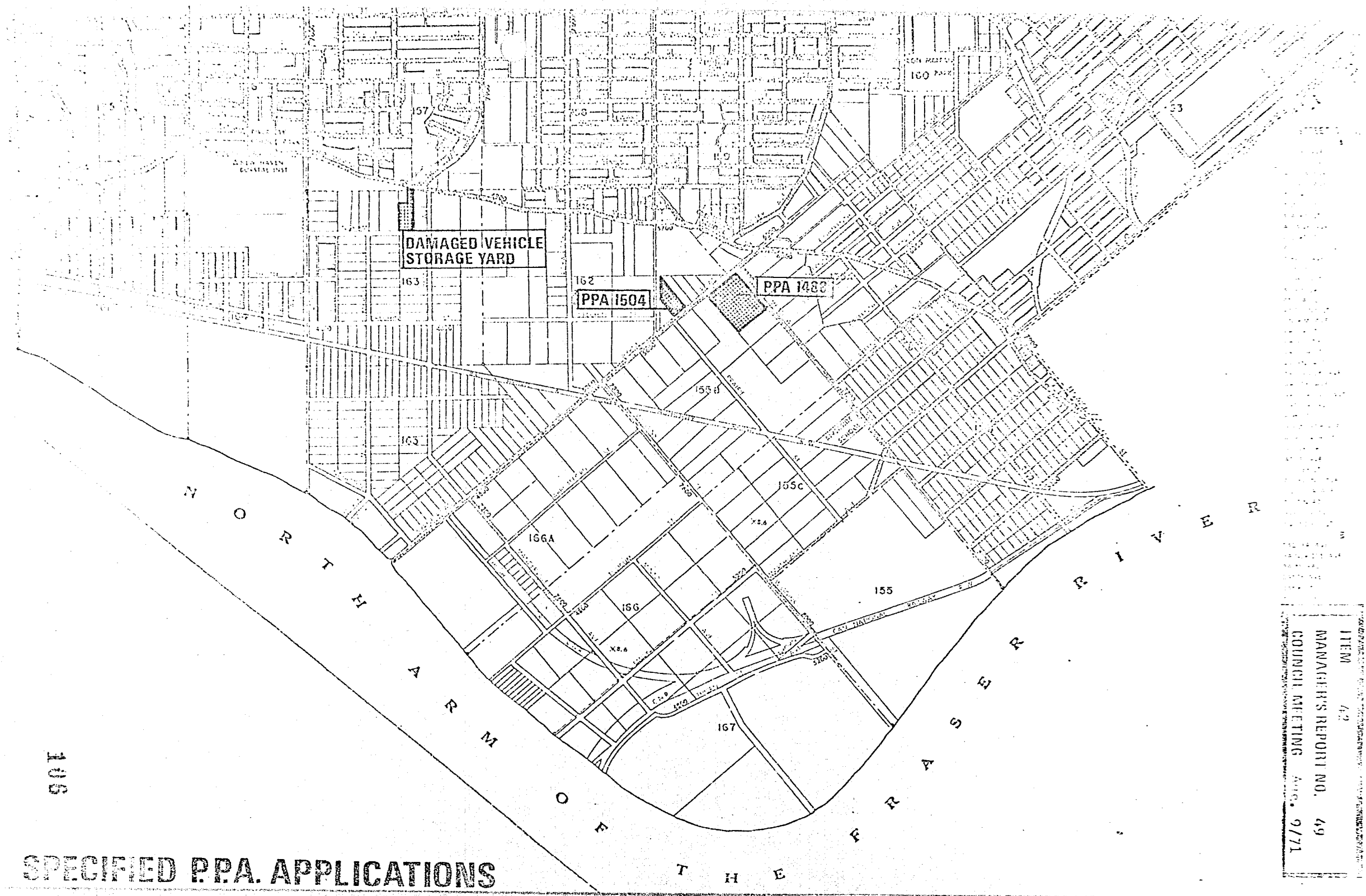
- 1) the proposed Relocated Marine Drive, and
- 2) the rezoning of the Byrne Road industrial area from M3 to M2,

it is felt that the Planning Department would be in a position to present more detailed plans proposing possible areas for rezoning within four weeks.

Respectfully submitted,

A. L. PARR  
Director of Planning

JSB:ea  
c.c. Chief Licence Inspector  
Chief Building Inspector  
Chief Public Health Inspector  
Municipal Clerk  
Municipal Engineer  
Development Plan Technician  
Planner I



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**SPECIFIED P.P.A. APPLICATIONS**